

Rezoning Transportation Analysis

Petition Number: #2020-193

General Location Identifier: Tax ID 02758105

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Reviewer:

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Revision Log:

Date	Description
01-21-21	First Review (EL)
02-12-21	Second Review (EL)
03-24-21	Third Review (EL)

General Review Information

The petition is located adjacent to Browne Road (State-maintained, minor thoroughfare) near Amber Glen Drive (City-maintained, local street). The petition is in the Northeast Wedge and is outside Route 4. Applicable area plans include the Prosperity Hucks Area Plan.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a State-maintained, minor thoroughfare road (Browne Road). The proposed use will complement adjacent uses, being ancillary, therefore, no trips are expected to be generated. The petitioner has committed to installing curb and gutter and a proposed 5-foot bike facility along Browne Road. The petitioner committed to restricting the northern access on Browne Road to right-in/right-out. The petitioner will also install a northbound right-turn lane at the existing full movement access across from Amber Glen Drive. All outstanding CDOT items are addressed.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Tennis courts and swimming pool	-	No Data	Tax Record

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Entitlement with Current Zoning	Tennis courts and indoor pool	-	No Data	RZ 2011-061
Proposed Zoning	Tennis courts and beer garden	-	No Data	Site Plan: 10-30-20

Provide comments to the specified comments below.

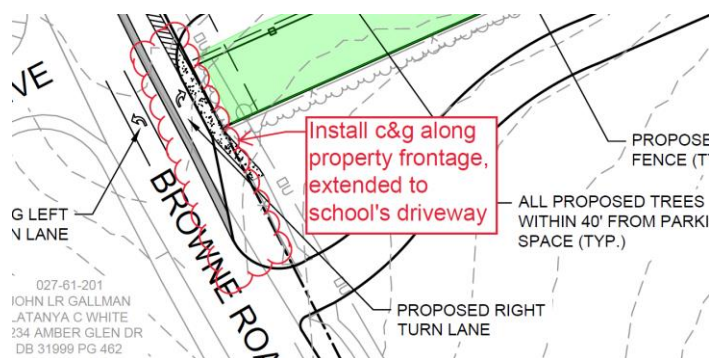
Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

- a. ~~**Browne Road:** Revise conditional note (Section B.5.) to install curb and gutter at the edge of the proposed 5-foot bike lane, per Chapter 19 of the City Code. The proposed curb and gutter needs to extend to the adjacent Mallard Creek Stem Academy driveway (PID 02709209).~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~



2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

3. ~~**Outstanding** (site plan dated 02/05/21) Remove conditional note (Section B.1.), since this item is addressed within Outstanding Issue 2.~~

4. ~~Revise site plan and conditional note(s) to commit to dedicate 41-foot of public right-of-way from the Browne Road centerline, to accommodate the future road cross section that is planned along this corridor. Label and dimension the right-of-way from the road centerline.~~

5. ~~Site plan and conditional note (Section B.5.) revisions are needed to commit to installing a 5-foot bike lane extension, to meet the current bike facility design standards, as supported by the Charlotte BIKES Policy.~~

6. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~

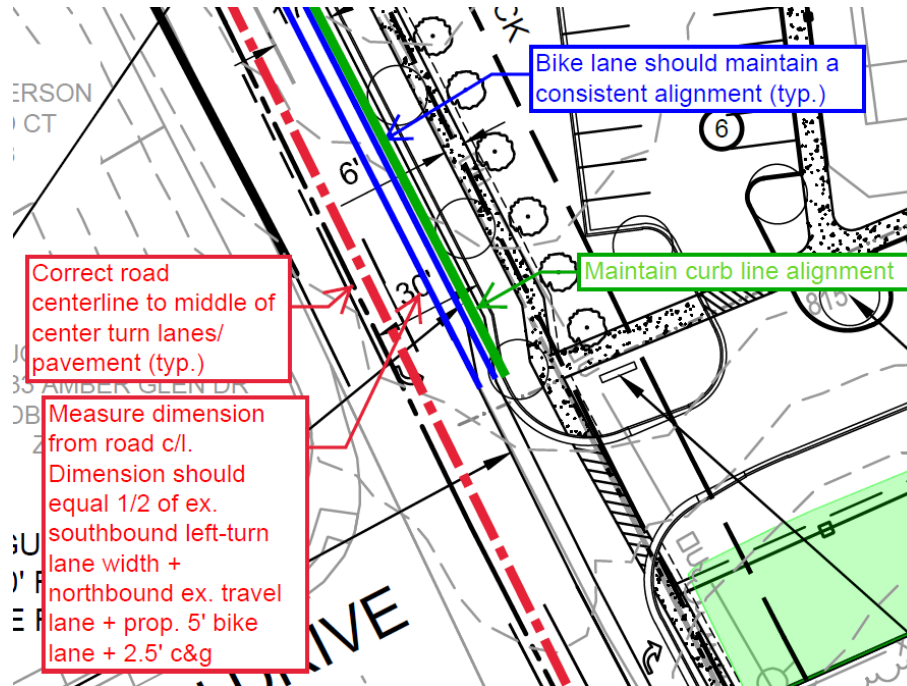
7. ~~A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

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8. **Technical Clarification** (site plan dated 02/05/21) ~~Revise the dimensions and locations of the bike lane and curb and gutter, as shown on the site plan below. The exact dimension is to be determined based on the existing pavement width and the comments on the site plan, captured below.~~



Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business

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association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>